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THE

WILDERNESS OF NORTHERN NEW YORK,

AND THE

Adirondack Company's Railroad,

SHOWING THEIR

IMPORTANCE TO THE CITY OF ALBANY

AND

THE STATE AT LARGE.

ALBANY:
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I. THE WILDERNESS

OF

NORTHERN NEW YORK.

This Wilderness is situated in the northeastern portion of the State, and lies within the following topographical boundaries:—

The St. Lawrence River on the North; Lake Champlain and the Hudson River on the East; the Mohawk River on the South; and the Black River on the West.

Owing to the inroads which civilization has made along these boundaries, all of which have, for many years, been the natural channels of commerce, the Wilderness *proper* has become, and is constantly becoming more and more circumscribed in its limits, until it may now be said to embrace only the Southern portions of St. Lawrence, Franklin and Clinton Counties; the western portions of Essex and Warren; the Northern portions of Saratoga, Fulton and Herkimer; the Eastern portions of Oneida, Lewis and Jefferson; and nearly the whole of Hamilton County.

The entire area is now estimated at about ten thousand square miles.

The Hudson, Mohawk, Black, Moose, Beaver, Oswegatchie, Grasse, Racquette, St. Regis, Deer, Salmon, Chateagay, Saranac and Ausable rivers, all find their sources in the beautiful lakes and ponds which are scattered indiscriminately over its great central plateau.

This plateau has an elevation of from fifteen to seventeen hundred feet above tide water; and is divided longitudinally and transversely by two marked depressions or valleys, which bisect each other at a point near the foot of Long Lake.

One of these valleys is formed by the Hudson River, and Lakes Harris, Rich and Catlin (the group being known as the "Newcomb chain of Lakes"), which extend, without any intervening ridge, in a northwesterly direction to the foot of Long Lake; thence the Valley is continued in the same general direction down the Racquette and Grasse rivers, to the St. Lawrence River, near Ogdensburgh.

The other great valley, or depression, leaves Lake Champlain at Plattsburgh; and extends, in a southwesterly direction, up the Saranac Rivers and Lakes; and thence across to the Racquette River, and up Long, Forked, and Racquette Lakes to the head waters of Moose River, down which, and its chain of lakes, it follows until it intersects the valley of Black River.

The heart or *core* of this great Wilderness is known as the "Adirondack Region," taking its name from the celebrated group of Adirondack Mountains, which are located in that immediate vicinity. The highest of these is Mount Marcy, the summit of which is 5,467 feet above the sea.

A combination of scenery, composed of mountains, both isolated and in clusters, many of which reach an altitude of over five thousand feet above the sea; of innumerable lakes constantly overflowing with the purest water, and ranging in size from one to thirty square miles; of connecting streams, whose surface is frequently broken by cascades and cataracts from ten to fifty feet in height; and all surrounded or interspersed with a dense virgin forest, composed of the largest growth of all the varieties of shrubbery and timber known to this climate, entitles this entire region to be classed as one of the most beautiful and romantic in the world.

An abundance of the finest fish in its lakes and streams; of deer and other game in its forests; and of cool, invigorating air among its mountains, renders it one of the most attractive resorts for the sportsman, pleasure seeker and invalid, to be found upon the American Continent; while the latent wealth lying undeveloped in its unbroken forests of Pine, Spruce, Cedar, Hemlock, Maple, Beech, Birch, Cherry, Ash, and other valuable timber; its rich and productive soil; its inexhaustible mines of iron, lead and other precious ores; its numerous quarries of variegated marble, granite and limestone; and its vast water power, which now flows unutilized through almost every lot or township, afford subjects of the most pleasing and profitable contemplation to the Capitalist, Agriculturist, Naturalist, Manufacturer and Mechanic.

If this vast territory, exceeding in its area many of the States in our Union, instead of lying, as it now does, almost within reach of the cannon's voice from the Capital of the Empire State, and the head of navigation on the Hudson River, could be transplanted by magic to the most secluded and inaccessible portions of the Great Desert, in the heart of the Rocky Mountains, the excitement which would follow its discovery would exceed that which followed the discovery of gold in California, silver in Nevada, or iron in the regions of Lake Superior; and the people would not rest satisfied until the government had aided in furnishing the means necessary for its utilization and development.

But, located as it now is, no especial attention seems to have been directed towards it, on the part of our own citizens, except to regard it as an extensive public pleasure ground, or park, designed by nature for the especial benefit and delectation of those whose tastes and inclinations may happen to lead them in that direction.

Even the great State of New York, with its unbounded credit and resources, and with its commendable liberality in aiding works of internal improvement in the central and

southern portions of the State, has never been awakened to her true interests so far as to render the necessary aid in opening up, through this wilderness, which covers nearly one-fourth of her entire area, a highway for commerce which would lead, almost in an air line, from her commercial Metropolis to the great River St. Lawrence, which bounds her northern frontier; although by doing so, she would eventually add at least twenty per cent to her taxable property, and at the same time perform an act of tardy justice to the inhabitants of her northern tier of counties, who have always borne their proportion of the burthens of taxation which have been imposed for the exclusive benefit of other and more favored portions of the State.

Yes! the Empire State may to-day boast of the fact that she has within her limits, a larger extent of territory, without a railroad or canal running through it, than is contained in any other State between the Missouri river and the Atlantic coast.

In 1826, the late Silas Wright, then a member of the State Senate, made an elaborate and able report to that body, in which he expressed the opinion that "the opening of some channel of communication, by canal or otherwise, through this extended region, is of very great importance to the best interests of the State; because the country abounds with valuable lumber of all kinds—valuable and extensive beds of iron ore—valuable and rich marbles—and possesses a healthy climate, an abundance of pure and wholesome water, and a soil better adapted for grazing than many settled parts of our territory."

O. L. Holley, as Surveyor General, reported in decided terms touching the great natural advantages of this region as a grazing country, and its adaptation for the raising of grain, other than wheat, and root crops of various kinds. "If this interior region," he wrote, "had the means of

reaching a market, the produce of the forest, in the various forms of round and square timber, sawed stuff, firewood, charcoal and potashes, would, it is believed, pay both for the land and the clearing." Mr. Holley felt—as all have felt who have written upon the subject—that "this access to market is the prime want of the region."

Joseph H. Jackson, Vincent Witney and Harvey Thomas, reporting in the capacity of commissioners appointed by the State Legislature, directed attention to the "dense and stately growth of timber," much of it "excellent timber for furniture." They estimated that at least 3,000,000 acres are thus timbered—a quantity far below the reality, as calculated by other parties. The estimates range, indeed, from three to six millions—either being sufficient to establish the enormous value of the region, considered only in relation to the supply of timber.

In connection with, and as tributary to, a railway into this region, Professor F. N. Benedict has dwelt upon the chain of ponds, lakes and channels extending in a uniform direction, nearly parallel to the St. Lawrence river, through the wilderness. "These lakes," he says, "must ere long force themselves upon the attention of the business man and the economist. Arranged in their respective groups, they form the sources of the principal rivers of New York. The streams and rivers which flow from and through them are generally wide and deep, and their connecting channels are so rarely obstructed by rocks or other impediments, and their currents so gentle, except at occasional falls and rapids, that they furnish, even now, many extensive lines of good small-boat navigation."

Prof. Emmons, in the capacity of State Geologist, made careful and thorough examinations of this district, for five successive years; and in 1842 made an elaborate report to the State, in which he describes the Adirondack ores as all

belonging to the magnetic oxide, and as admitting of easy reduction in the forge. The principal veins are designated by the Professor as the Sanford ore, the coarse-grained Black ore, the fine-grained ore and the Cheney ore; besides which there are several veins more or less extensive, but all of remarkable purity. The beds, in fact, are so many mountains of metal, the value and extent of which can hardly be over-stated.

The Sanford ore is considered by Professor Emmons, the purest now known, excepting only the Arnold ore of Lake Champlain. The extent of the latter is trifling in comparison; the amount of ore on the Sanford Hill, within two feet of the surface, being fixed as, at the least, 6,832,734 tons, a large proportion of which may be removed, or raised, without the use of power. "The whole business of mining at this place," it is stated on the same authority, "will consist in blasting and breaking the ore; all of which may be conducted without engines of any description. Hence, as it regards expense, there probably never was a vein so favorably situated, and where so little capital will be required to obtain the ore, and transport it to the place where it is to be reduced."

The coarse-grained Black ore, whilst coarser than the Sanford ore, is harder and more tenacious, without, however, producing hard and brittle iron. It is alleged by those competent to form an intelligent judgment on the subject, that no ore in this country is capable of producing better iron, and that for particular uses nothing equal to it is made in the United States. The uses for which it has been particularly indicated, are those in which there is much wear or friction, and where great tenacity is required; such as the axles of locomotive engines, railroad cars, or chain cables for ships-of-war, large spikes, nails, &c. A series of experiments conducted by Professor Johnson, with iron manufac

tured from this ore, "not by the most approved process, but in rather a rough, unscientific mode," establishes "that there is something very extraordinary in this ore," and that "it is a matter of national importance that the operations in its manufacture should be conducted in the best possible mode." Reasoning with these experiments as his data, Professor Emmons long ago expressed the opinion that by the application of available science and the proper degree of skill, iron manufactured from this ore will be fully equal to the best Russian and Swedish irons, which have hitherto maintained their pre-eminence in the manufacture of steel.

The vein of Fine-grained ore is looked upon as somewhat better adapted to the furnace than other veins. "No bed in the vicinity presents a mass of ore so handsome as this." It has all the advantages of the Sanford vein for quarrying.

Other veins are equally extensive, and in many respects equally valuable. They have hitherto, however, received less attention than the three already mentioned. The testimony of Mr. James R. Thompson, superintendent of the Adirondack iron works under former management, is, that the three different classes of ores in the mines, when mixed, produce the best and toughest iron. The iron made at the works—Mr. Thompson has stated—was invariably intended for malleable purposes, and there is no question that it can be applied to general purposes.

The most conclusive evidence as to the unequalled quality of the Adriondack iron may be derived from the prices it realized when the works were being carried on, as compared with prices paid at the time for imported iron. On this point Mr. Thompson is again an available witness. The ore which was then worked was known as the Mill Pond ore, which was turned into bar iron before making the steel for which these mines had even then become famous. Messrs. Guy & Wilson, of New York city, were the purchasers of the iron, and they paid $100 per ton for it.

The anticipations of Professor Emmons in regard to the peculiar fitness of the Adriondack iron for conversion into steel, have also been verified by experience. The Adirondack steel works, erected at Jersey City, by Messrs. Henderson, McIntire & Co.—former proprietors of the mines—produced an article which, after repeated trials by parties of acknowledged practical ability and business position, was pronounced equal if not superior to the best English cast steel. Officials of the U. S. Navy Yard, at Washington, and the U. S. Armory, at Springfield, certified to its excellence; well-known manufacturers declared their preference for it over the imported article; and specimens exhibited at the World's Fair in London, in 1851, obtained a gold medal from the jurors.

The evidence furnished by the foregoing reports and certificates, seems conclusive upon the following points, viz.:

1. The *unlimited quantity* of these ores.
2. The unusual facility and cheapness with which they can be mined.
3. The existence in their immediate vicinity of all the materials necessary for successfully working them.
4. *Their uniformly superior quality*, with sufficient variety for all the various uses required.
5. The peculiar fitness of the iron *for conversion into steel.*

In his Annual Message to the Legislature, in 1857, Gov. King speaks of the Wilderness as follows:

"While other portions of our State have shared in the increase of population and the progress of improvements, now so abundantly rewarding the enterprise and industry of our people, a vast region, valuable alike in forest and mineral wealth, and interspersed with navigable lakes, remains an almost unbroken wilderness. An apprehension, long but erroneously entertained, that the rigorous climate of that section of the State rendered its soil comparatively valueless, has been relieved by satisfactory agricultural results.

It has been ascertained that the products of other northern latitudes, grow and ripen in the section referred to. For grazing purposes, much of the land upon what is historically known as 'John Brown's Tract' is equal in value to the farming lands by which that tract is surrounded. This hitherto impenetrable region, therefore, when opened to settlement by needed facilities, will furnish timber and iron in exhaustless quantities, maintain a numerous and hardy population, and add hundreds of thousands of productive acres to the assessment roll of the State."

Rev. Dr. Todd, of Massachusetts, a frequent visitor to this region, says :

"When the day shall arrive in which these forests shall be cut down, and along the lakes and valleys, and around the base of these glorious mountains there shall be a virtuous, industrious and christian population, I have no doubt it will easily support a million of people. Here are forests almost interminable ; timber of great beauty and abundance ; iron ore in quality very rich, and in quantity inexhaustible ; waterfalls of great height, yielding any amount of power, and in all directions. Say what we will about the fertility and the glories of the everlasting flats of the West, the *primitive soil* is associated *with what man loves*, and WHAT MAKES MEN. It is connected with the blue mountains, and the pure air which flows over them. It is associated with the leaping brook, the gushing waterfall, and the pure waters which come rushing down from their mountain home, with manufactories and industry, thrift, health, a bracing climate, and a virtuous community. * * * *

"The lakes in this wilderness defy any attempt at description. Of these there are more than *two hundred* whose names I know, and with whose location I became acquainted, counting none whose diameter is under about two miles, while some of them are fifteen and eighteen, and twenty miles the longest way. The scenery on these lakes is grand

and beautiful beyond anything of which I ever conceived. The lakes of Scotland have been celebrated of old in story and in song; but the time will come, I doubt not, when these lakes will become the most interesting resort to be found in this country, for the great, the rich, the curious and the fashionable. Most of them are surrounded by forests, which grow down to the water's edge, and glass themselves in mirrors, which reflect every leaf; most are studded with romantic islands, covered with the mighty forests, where the eagle finds a home unmolested, unless, peradventure, the hunter causes the smoke of his camp to curl up among the trees, and scares him from his eyrie."

II.

THE ADRIONDACK COMPANY'S RAILROAD.

The Adirondack Company's railroad was projected to penetrate and develop this great Northern Wilderness.

That portion of the railroad already constructed, commences in the village of Saratoga Springs, and thence strikes across the country in a northerly direction to the valley of the Kayaderosseras Creek, which it follows in the same general direction until it opens out into the Valley of the Hudson, near Jessup's Landing, at a point about fifteen miles from Saratoga. From this point, the line follows up the Valley of the Hudson, keeping upon the west side of the river, until it reaches the end of the present track, at a point forty-nine miles from Saratoga, and about two miles above the mouth of Mill Creek, in the town of Johnsburgh. This portion of the road has been built in the most permanent and substantial manner, with easy grades and curves, and with a road-bed unsurpassed by any railroad in the country, being composed principally of gravel or broken rock.

The general route for the extension of the railroad from the end of the present track, may be briefly described as follows: It will continue up the valley of the Hudson, to the most favorable point for a connection with the great valley formed by the Newcomb chain of Lakes (composed of Lakes Harris, Rich and Catlin), which flow into the Hudson near the Pendleton bridge, and will then follow this valley, without any intervening obstacle, to the foot of Long Lake.

From the foot of Long Lake, the line will follow down the great valley of the Racquette River to the foot of Tup-

per Lake; soon after leaving which, it works its way ove a comparatively level plain, into the Valley of Grasse River down which it follows to the St. Lawrence River, at Ogdensburgh.

From the foregoing general description of the route, it will be observed that it lies within, and follows the general direction of the great valley or depression, before described, which extends in a northwesterly direction from Saratoga to Ogdensburgh; and which is bisected at the foot of Long Lake by the great transverse valley, extending from Plattsburgh on the northeast, to Boonville on the south-west.

The distance from Saratoga Springs to Ogdensburgh will be about one hundred and ninety-miles, forty-nine of which being completed, leaves about one hundred and forty-one miles to be constructed.

The estimated cost of construction and equipment for the unfinished portion, averages $40,000 per mile.

There are no great natural depressions through which a practicable route for a Railroad can be obtained, lying either parallel with, or anywhere in the same general direction, within fifty miles upon either side of the one through which this route runs.

The main line, when built, will constitute a great artery into which will naturally flow a succession of branches or veins, composed of iron or tram railroads, lakes, rivers, canals, or good wagon roads, all converging towards the main line through the lateral valleys which intersect it along the route.

Among those that may be mentioned upon the Hudson Slope, are the Sacondaga, Schroon, Mill-creek, North Creek, the Boreas, Indian and Cedar Rivers; all of which lead out into fine and extensive agricultural, manufacturing, and lumber districts. The valuable Minerva Iron Works and Ore beds, are within easy reach. The Valley of the Hudson,

above the foot of Lake Harris, penetrates directly into the heart of the great Adirondack iron region, requiring only a branch track of a few miles in length, with a continuous descending grade from the mines, to give it full development.

At the summit, we have the great transverse valley, extending from Lake Champlain on the east, to the Black River on the west, including all its tributaries, which, by means of its natural facilities for water communication, will bring to the road, at its most central and elevated point, the product of millions of acres of virgin forest.

Upon the St. Lawrence Slope, we have the great valleys the Tupper and Saranac Lakes and their tributaries; and also the valleys of the numerous tributaries of the Racquette and Grasse Rivers, all of which are heavily timbered and interspersed with valuable beds of iron ore; and all lead from the beautiful Lakes and Ponds at their sources, down to the main trunk line of the Railroad.

The Clifton ore beds in St. Lawrence county, which lie contiguous to the line of the railroad, and are of vast extent, have, during the past two years, produced large quantities of ore of a quality proved to be most valuabe by furnaces at Rochester, Buffalo, Erie, in the Chenango Valley Penn., in the Mahoning Valley Ohio, and at Chicago. They have been shipped from Ogdensburgh by return vessels and at low rates of freight. Upon the completion of this road the owners of these mines will be enabled to send their ores southward to Albany, where they will undoubtedly be found of great value for mixing with the Adirondack and Lake Champlain ores.

The proprietors of many other valuable mines in the immediate vicinity of the proposed route of this Railroad, are anxiously awaiting its completion, in order to enable them to develop their property successfully.

With this Railroad completed, connecting as it does at

Saratoga Springs with the Rensselaer and Saratoga Railroad, a direct line will be formed from the St. Lawrence River at Ogdensburgh, passing through the very heart of the iron and lumber regions of the *Adirondacks*, to the head of navigation on the Hudson River.

The distance from Albany to the Minerva ores, will be about 100 miles; to the Adirondack ores, about 130 miles; and about 140 miles to the foot of Long Lake, which may be regarded as the heart of the lumber region of this great wilderness.

It is a fact well understood, that iron ores, however good in quality, are valuable only in the ratio of their proximity to the coal necessarily required to reduce them; or of the economy with which the ore and coal may be brought together.

With this line of Railroad in operation, the city of Albany will be peculiarly situated as a most favorable point for this purpose.

The Albany and Susquehanna Railroad has recently been leased by the Delaware and Hudson Canal Company, with a view of making Albany a great depot for the anthracite coals of Pennsylvania. The completion of the Adirondack Company's Railroad will naturally make Albany a great depot for the Minerva, Adirondack and Clifton iron ores. And it is submitted that such a state of things cannot long exist without inducing the investment of millions of capital in the city of Albany, in the manufacture of all the varieties of iron, steel, and heavy machinery for general distribution throughout the country.

With this road completed, the Adirondack, and other ores from the wilderness, can be delivered in the city of Albany every day in the year, in accordance with the demand; whereas the Lake Champlain ores can be delivered only during the season of navigation, thus rendering it neces-

sary to accumulate a supply for several months, in order to meet an uncertain demand.

The Adirondack ores can be delivered at Albany, with a fair profit, at about six dollars per ton. The cost of anthracite coal at Albany will be, say, five dollars per ton. As a general rule, it requires one and two-thirds tons of ore to produce one ton of pig iron. Recent improvements in the construction of blast furnaces have resulted in a product of one ton of pig iron by the consumption of only one ton of anthracite coal. The cost of manufacturing iron in Albany, as represented by these items, would therefore be as follows:

$1\frac{2}{3}$ tons of ore, at $6 per ton	$10 00
1 ton of coal at $5 per ton	5 00
Total	$15 00

The Lake Champlain ores are now sold at Pittsburg, at from $12.50 to $14 per ton; and Lake Superior ores command, at the same place, from $10.50 to $11 per ton. These ores, after being mixed, are reduced by the use of semi-bituminous coal, which costs $1.50 per ton; and it requires two tons of this coal to produce one ton of pig iron. The cost of manufacturing iron at Pittsburg, as represented by these items, would then be as follows:

$1\frac{2}{3}$ tons of ore at, say, $12 per ton	$20 00
2 tons of coal, at $1.50 per ton	3 00
Total	$23 00

From which it is apparent that pig iron can be manufactured at Albany at least eight dollars per ton cheaper than at Pittsburg. This difference will continue to increase as the iron reaches its more perfect conditions in the shape of steel, &c. And it may be safe to assume that railway bars

and similar qualities of iron can be manufactured from ten to twelve dollars per ton cheaper at Albany, than at Pittsburg; and delivered at Chicago and other distributing points in the west, much cheaper than it can be delivered from Pittsburg.

Albany is already regarded as one of the largest lumber markets upon the Atlantic seaboard; and her lumber yards are now supplied to a very considerable extent from the mills at Fort Edward, Sandy Hill and Glens' Falls, which produce annually from one hundred and fifty to two hundred million feet, board measure.

These extensive saw mills and lumber manufactories have always been supplied with logs driven down the Hudson during seasons of high water, from the streams and lakes which traverse the regions of the wilderness which are naturally tributary to this Railroad; and large fortunes are constantly being realized from the business, although it requires from two to three years, between the chopping of the log and the sale of the lumber in market, before any returns can be realized from the large amount of capital thus invested. The same may also be said of the mills at Potsdam and other points on the St. Lawrence slope.

How much greater, then, will be the inducement for investing capital, when the lumber can be manufactured where it grows, along the line of the railroad; transported directly to market; and thus return to the capitalist not only his principal, but a handsome profit on his investment, several times during the year.

In order to form some idea of the lumber product of a small portion of the wilderness which may be regarded as the most available for immediate results, we will take Long Lake as a focal point, and imagine a belt of densely timbered land, four miles in width, and extending forty miles in either

direction, with the railroad running longitudinally through the centre; and eighty miles of river and lake navigation centering at the same point, with a like margin of two miles in width, upon either side; thus making a total of 160 miles in length and four in width, upon which the average haul for teams will be only one mile; and assume that this belt of land, containing 640 square miles, or say 400,000 acres, may be depended upon in any contingency to furnish its merchantable product of wood, lumber and cross-ties, for transportation to market, as soon as the road shall have been completed.

In order to be very largely within bounds, as compared with previous estimates which are in the possession of the Company, we will assume the average product of the above 400,000 acres to be only thirty cords of wood and ties, and 10,000 feet board measure of sawed lumber, per acre.

Estimating wood and ties to weigh one and a half tons per cord; and lumber, one and a quarter tons per 1,000 feet B. M., we would have 18,000,000 tons of wood and ties; and 5,000,000 tons of sawed lumber; or an aggregate of 23,000,000 tons of freight on the tract of 400,000 acres.

Suppose that we run four wood and lumber trains per day, with twenty-five cars carrying an average of eight tons each, in each train, we would then remove 800 tons per day, and 250,400 tons per year, of 313 working days. At this rate, it would require *ninety* years to transport the product of this narrow belt alone.

As a route for business and pleasure travel between Albany, Saratoga and Ogdensburgh, this route will certainly be unsurpassed in this country, for its picturesque scenery, pure mountain air, and healthful climate.

But a few hours ride along its beautiful streams and lakes, will land the tourist at Ogdensburgh, on the St. Lawrence,

where, on the following morning, he can take a steamer, and either pass up through the Thousand Islands and Lake Ontario to Niagara Falls; or go down over the beautiful rapids to Montreal, Quebec and the Sagenay. A railroad connection may also be made at Prescott with the Grand Trunk Railroad of Canada, which will form a very direct through route either to Montreal, or to Chicago and the Great West. If in search of pleasure, health and recreation, the traveler may stop over a few days at the Newcomb, Raquette, Long, Tupper or Saranac Lakes, and indulge in the luxury of trout-fishing or deer-hunting, to his heart's content, and then go on his way rejoicing.

Way travel, and the demand for merchandise and supplies of all kinds will also constantly increase, as the country becomes populated, and its resources developed; and the products of the farm and the dairy will undoubtedly form important items of transport to the nearest market.

If its natural attractions have, for many years past, been sufficient to draw thousands of people to this Wilderness during their summer vacations, for purposes of health and recreation, over roads almost impassible, and with the rudest accommodations, it may reasonably be expected that, with the railroad completed, and ample hotel accommodations, this kind of travel will be very largely increased.

An important branch is now being constructed, leading from Plattsburgh, on Lake Champlain, up the Ausable Valley, and through the Indian Pass, to connect with this road in the Valley of the Hudson, in the vicinity of the Adirondack ore beds. With this branch completed, a very direct connection by rail, will be made between the Hudson and Montreal.

From the end of the present track to a point within forty miles of the city of Ogdensburgh, embracing a distance of

about one hundred miles, the route of the road may be said to lie within an *uninhabited wilderness.*

It will, therefore, be seen, that, while other lines of railroad, now under construction in different portions of the State, are receiving material and bountiful aid from the towns and counties through which they pass, this road is, to a great extent, deprived of such aid, for the reason that there are no inhabitants along the greatest portion of the route to grant it, even if it were asked.

The company is, therefore, necessarily forced to rely upon the State at large for such aid as would otherwise be willingly furnished by the municipalities along the line.

The inhabitants of St. Lawrence county have already taken measures to aid the work upon that end of the road, to the extent of between $400,000 and $500,000. And this is all that can be expected from such sources to enable the company to meet an aggregate expenditure of nearly *six million dollars* required to construct and equip the railroad.

In view of all the foregoing considerations, it may well be asked whether the ancient City of Albany, can longer afford to be severed from this great wilderness, which lies only just outside of her municipal boundaries; and which contains so much of latent wealth, ready upon the construction of only a few miles of railroad, to drop into her lap.

And it may also well be asked, whether the great State of New York, whose aid to similar enterprises in other portions of the State, has already returned many hundred-fold into her treasury, can longer afford to withhold a helping hand to this isolated and secluded portion of her territory, which has so long and so often knocked at the door of her Legislative Halls for the rights of *culture, civilization* and *development.*

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